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Docket Management Facility

US Department of Transportation

FAA-04-17041-10

400 Seventh St. S.W., Nassif Building, Room PL-401

Washington, DC 20590-001

Hello,

I am writing in regards to Docket# FAA-2004-17041, Noise Stringency Increase for Single-Engine Propeller-Driven Small Airplanes. Passing a rule and making the U.S. standards more consistent with international standards is a great idea. But are there that many single-engine propeller-driven airplanes flying internationally. Why should planes that are not flying internationally be held to other countries standards? Maybe the planes that will be making international flights should be held accountable for the standards of their destination country. Secondly the sound level reduction of 3 and 6dBA is not even enough of a reduction to make that big of an impact on noise pollution. A passing car or a lawn mower makes more noise then some of the planes passing over at lower altitudes. Also complaints of noise by residents who live near an airport should not even be a factor in any type of noise pollution survey if the airport was in operation before the person moved in to the area. Probably in 9 out of 10 cases the airport was there long before the resident even moved in, therefore knowing they were moving in near an airport. Trying to police and enforce a 3 to 6dBA reduction of noise would be practically impossible. The passing of this rule would be a total waste of time, money, and manpower.

Thank You,

Adam Taylor

